

DISCLOSED

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SECTION

26 SEP 1956

No. 14650

SECTION

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 29.9.56 19 56 When handed in at Local Office 19 Port of MELBOURNE
 No. in Reg. Book Survey held at MELBOURNE Date, First Survey 10.8.56 Last Survey 31.8.56 19 56
 on the Wood, Iron or Steel s.s. "MIRNOO" (No. of Visits four)

TONNAGE:— Built at Newcastle By whom Swan Hunter & Wigham Richards When 1926/9
 GROSS 2496 Owners Melbourne S.S.Co.Ltd.
 UNDER DK. — Managers — Owners' Address —
 NET — Port belonging to MELBOURNE

Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —
 Cell DBor DBq. — feet; uE&B — feet; f — feet }
 total capacity — tons; FPT — tons; APT — tons; MT — tons }
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All Alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
* 100A1	* LMC 7.52
6.55	BS 2.56
Mel (Dr) 7.52	TS 6.55 CL

Was a damage report made by anyone else? If so, by whom? _____
 Society's Freeboard (if assigned) as painted on Ship and now verified } _____ ft. _____ ins.

OR EXAMINATION AS PER RULE, FOR For Part General Examination and Repairs.
Melbourne letter dated 22nd March 1956 and 10th September '56 also the Secretary's letter
of 29th March, 1956.
 At the request of the Owners and with a view to deferment of the Special Survey which became due
 only last, the undersigned carried out a part General Examination on this ship afloat.
 Done:— The forward and after peak tanks cleaned out and examined internally. All holds,
 open decks, bunks and machinery spaces examined. The decks, casings hatchways and coamings
 ventilators, covers and supports, windlass steering gear and all closing appliances examined.
 Defects (Wear and Tear):— Recommended at this time and not carried out:— All wasted and
 fractured frames in lower holds to be cropped, and part renewed. The boundary angles of the
 open bulkhead between Nos.1 and 2 Holds to be cropped and part renewed and all wasted sections

OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

CONDITION OF THE

SURVEY CONTINUED TO THE ABOVE.		
Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt) When fitted: Month _____ Year _____
Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats
Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
Rudder	Scuppers	Condition, how ascertained (State if wedges removed)
Steering gear and its connections	Cargo Hatchways	Equipment letter
Windlass	Hatches	Anchors, No. of _____
Have pumps been examined and found efficient?	Planking	Cables (State if now ranged)
Have Sluice Valves been examined and found efficient?	Caulking	length _____ mean diamr. _____ (on board)
Have Watertight Doors been examined and found efficient?	Treenails	Rule length _____ size _____
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Chain Locker
Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	Hawser & Warps
Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Standing and Running Rigging
Alr and Sounding Pipes	" " at other places	Sails
Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	
	Salting (State if examined)	

General Observations, Opinion as to Class, Recommendation, &c.—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent
 on this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record
of survey, 1.33," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."
 This vessel as far as seen is eligible to remain as classed in the Register Book,
 without fresh record of Survey, subject to all wasted and fractured frames in lower holds and waste
 damaged bulkhead and tunnel plating being repaired before the completion of General examination
 and all previous conditions being dealt with.

(Per Section 29)	Fees applied for,
Age or Repair Fee (if any) (Sec. 29)	<u>20.9.56</u>
Expenses (if chargeable)	Received by me,
Surveyor's Fee (if any)	<u>19</u>

Surveyor's Minute TUESDAY 16 OCT 1956
 Character Assigned Write down (see) Reputed defects
 Surveyor to Lloyd's Register of Shipping
 GENERAL COMMITTEE
 Thursday, 1st November 1956
 Classing Committee
 decision confirmed.

of the bulkhead either cut out or renewed. The W.T. Bulkhead at the after end of No.2 Hold (port and starboard) to be cropped and part renewed. The after bulkhead in No.3 Hold to be cropped and part renewed together with margin angles. All sprung seams in the shaft tunnel plating to be faired and riveted or otherwise made good and hose tested. The wasted plating in the tunnel recess to crop and renew. The bilge strake plating in Nos.3 and 4 Holds to be drill tested in dry dock and dealt with as found necessary. Wasted upper deck plating at after end of No.4 hatchway (p.s.) to be cropped and renewed. All wasted and damaged rest bars and beam sockets to renew. Ten wood hatch covers and a number of hatch cleats to renew. Also four wasted and damaged hatch beams to renew.

Repairs (Damage)

In S.R.List:- "Indented forecastle side plating etc. (p.s.f.) to be dealt with as necessary, next Special Survey".

Found

Recommended and now done

Upper edge of forecastle sheer strake and bulwark plate in way, (port side) set in approximately 3 inches between frames 4 to 7 from forward.

Upper edge of sheer strake faired in place and set in bulwark plating cropped, faired and refitted.

Deck stringer plate set down 3 inches in way of damage.

Damaged plating cropped and renewed.

Stringer bar buckled.

Cropped and renewed.

On completion of the above repairs, the forecastle deck and sheer strake plating satisfactorily hose tested. It is recommended that this item be deleted from the Special Reasons List.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS

Number of Certificate	Anchors*	Weight, Ex. Stock			Weight of Stock			Test per Certificate				Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and Size per Rule		Description	Makers of Cable	When and where tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.			

At this stage in the survey and in view of the extensive repairs indicated above, the owners decided to discontinue repairs pending a decision regarding the future of the ship. We have since been advised by letter that the vessel was sold to the Cambay Prince Steamship Co.Ltd. of Hong Kong and left Melbourne on the 2nd September under the new Ownership.

J.B. North *[Signature]*

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN